



SPRUE



EXAMINER



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2011 IPMS/USA Website of the Year

2009 IPMS/USA Newsletter of the Year

2011 / 2009 IPMS/USA Region 6 Webmaster of the Year

2010 / 2006 IPMS/USA Region 6 Chapter of the Year



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Alclad II Lacquer Natural Metal Finishes
by Bob King

Alclad II is a cellulose based lacquer that dries almost instantly.

If has seventeen natural metal finishes, four prismatic colors, three plastic base coat/primers, and six transparent colors. It will produce a wide range of realistic and durable metal finishes on aircraft, cars, trucks, armor and figures. It is pre-thinned for airbrush use and no buffing is required.

A list of *Alclad II* finishes is as follows:

- Natural Metal Finish (NMF):
- 101 Aluminum
 - 102 Duraluminum
 - 103 Dark Aluminum
 - 104 Pale Burnt Metal
 - 106 White Aluminum
 - 108 Gold
 - 110 Copper
 - 111 Magnesium
 - 112 Steel
 - 113 Jet Exhaust
 - 116 Semi-Matte Aluminum
 - 117 Dull Aluminum

- High Shine Shades: (translucent shades)
- 105 Polished Aluminum
 - 107 Chrome
 - 115 Stainless Steel
 - 118 Gold Titanium
 - 119 Airframe Aluminum

- Prismatic Finishes:
- 201 Scarabeus blue-to-green
 - 202 Maple Copper red-to-green
 - 203 Jade green-to-gold
 - 204 Sapphire deep blue-to-ultra violet / purple

- Primer/Base coats:
- 302 Gray primer
 - 303 Clear base
 - 304/305 Gloss Black-2&4oz.



- Transparent Colors:
- 400 Medium
 - 401 Red
 - 402 Yellow/Gold
 - 403 Blue
 - 404 Green
 - 405 Black/Smoke

Important: One must prime the plastic model before using Alclad II.

(continued on page four)



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Phil Brandt (in memorium)	Jack Johnston
Eric Choy	Mike Kizin
Jeff Forster	Mike Poole
Russ Holm	Aaron Smischney

Upcoming Events

Model Shows

EagleQuest XXII, Embassy Suites, Grapevine, Texas squadron.com/eagle_quest_a259.htm	6.20/22.13
Houston Automotive Modeler's Society, Houston, Texas ipms-hams.org	8.3.13
IPMS/USA National Convention, Loveland, Colorado ipms/usa2013.com	8.14/17.13
AMPS Centex, Georgetown Community Center, Georgetown, Texas austinarmorbuilders.com	9.21.13
Sproo Doo, Central Arkansas Modelers, Benton, Arkansas casmodels.org	9.21.13
Region 6 Regional Convention, Norris Conference Center, Austin, Texas austinsms.org	10.6.13

Local Club Meetings

Hill Country Outlaws Model Railroading Club, King's Hobby, Austin, Texas	7.6.13
Austin Armor Modelers Society, Old Quarry Branch APL, Austin, Texas www.austinarmorbuilders.com	7.3.13
Austin Model Cars, King's Hobby, Austin, Texas	7.4.13
CenTex Modelers, Trinity Lutheran Church, Copperas Cove, Texas www.centtexmodelers.com	6.20.13

IPMS Wounded Warriors Chapter

Several IPMS members have since 2009 been managing the Warrior Family Support Center in San Antonio, Texas. The center is located at Brooke Army Medical Center (BAMC), Ft. Sam Houston, Texas.

Troops are sent to BAMC for treatment and rehabilitation, some staying for up to 12 months. BAMC and the Center for the Intrepid are known as being among the elite medical facilities in the world for treatment and injuries received in combat zone.

Through the generosity of hundreds of IPMS members, IPMS chapters, and modelers the Warriors stationed at BAMC have received models, tools, books, movies and other hobby related items through the IPMS Wounded Warriors Chapter.

Donations can be sent to IPMS Wounded Warriors Chapter contact person, Dick Montgomery,
dmontgomery8327@sbcglobal.net.

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Austin Scale Modelers Society (ASMS) is a chartered chapter of International Plastic Modeler's Society (IPMS/USA). ASMS meets on the third Thursday of each month. Annual dues for full membership are \$20 (individual) or \$25 (family). The views expressed in this newsletter are those of the author (s). It is intended for educational purposes *only*. ASMS does not endorse the contents of any article.

Message from the Prez...**Mike Poole**

I hope everyone has had a productive modeling month and is putting the final touches on their entries for our June quarterly contest this Thursday.

For new members just tuning in, every quarter we hold a model contest during the second half of the evening and award a 1st, 2nd and 3rd place based on popular vote with nice prizes for our winners. Often there is a contest theme but this one is wide open so “run what you bring”. Again, any model is eligible to participate – even unfinished. Of course, it is hoped that by offering more flexibility in the subject we’ll approach full member participation. So bring it!

On the flip side, there is also a reason we often have a theme too. By limiting a quarterly contest to a theme it encourages members to try something different. If you feel you are pretty flexible then ask yourself when was the last time you built a subject in a new category or tried a completely new building technique?

I know I have a tendency to go safe on my pricier models with well-honed techniques because I know they will work. But every now and then I’ll push into the unknown on something inexpensive with no pressure and frankly, little expectation of even finishing simply because I want to try out a new paint trick I’ve read about or just follow an idea. Since I usually build for historical accuracy it lets me be more creative and gives me something new to discover which is always fun.

Before you start on that next project take a break with an inexpensive kit and bash away.

*Mike***Fiddly Bits****Frank Seibert**

ASMS’s annual BBQ/Model Auction will be on July 20th. For our newer members, this is the club’s annual fundraiser for...well...the club. Monies raised at the model auction are used to help defray the costs of our annual model contest and other incidental costs that arise during the year. So, go through that model stash, pick out those unwanted kits, decals, artwork, etc. and give them a new, loving home. You just never know what Jeff will buy!

The newsletter contest continues in full force. For the uninitiated, this contest is where them (that would be *you*) that sends in the most stuff (articles, tidbits, websites, etc) for the newsletter will have their annual club dues paid for by our illustrious editor. Your submissions count whether they are published or not. Remember, newsletter articles are just like bathroom tissue...you can’t have *too* much! So, keep them cards and letters coming!

Modeling Tip: If you inadvertently forget to pre-shade the panel lines on your model, refrain from doing so after the fact with pastels and then try to overspray your model. It just makes a big mess and really doesn't work. Although, if you scrub the model with warm soap and water it does produce a nice weathered effect. It is worth noting that this ‘technique’ probably won’t work all that well if the color coat has already cured.



The program for our June club meeting will be one of our quarterly contests. This is an ‘open’ contest in that any kit from any era is eligible. The quarterly contest held in September will have a theme, however. That theme will honor our departed comrade Phil ‘Bondo’ Brandt. Only those kits that you received at the kit exchange held at El Rancho Loafo will be eligible to enter. As with all of our quarterly contests much credit and thankfulness to King’s Hobby Shop for providing the awards for these endeavors. Their continuing patronage of our club is greatly appreciated.

Frank



The primers protect the plastic from a crazed finish due to microscopic weaknesses in the plastic surface. I have used and recommend the following:

Tamiya Silver Leaf spray: The primer is very thin. It will not cover any detail and look like a very bright shiny aluminum. Is also excellent primer base for panel shading with *Alclad II* transparent smoke.

Tamiya Semi Gloss Black spray: This primer coat is also thin. It will produce a finish that is not too shiny. It works well on the engine portion of the fuselage to provide a contrast with the remainder of the fuselage that has been primed with the above mentioned silver leaf. It is also an excellent base for a radial engine. It seems to add weight to the metal finish.

Alclad II Clear base: The manufacturer states that the new high shine shade airframe aluminum looks very good over their primer. I have tried it and it leaves a bright shine.

Gloss Black enamel: This is an excellent primer for high shine finishes of chrome or highly polished metals since it traps most of the light falling on it. Or for that matter any gloss black surface. The chrome shade will only produce a robust finish when applied over a dark gloss base coat. Their enamel base coat needs several days to cure before applying the *Alclad II* shade.

Acrylic Auto Primer/Krylon: This works well on resin parts as well as styrene plastic. Sand it with 1000/1200 wet/dry sandpaper. This primer is very fragile. One should be careful not to sand through to the bare plastic. This is really important if you are polishing over an angle or raised surface. It is very hard to re-prime and cover *Alclad II* on such a small area without having an inconsistent finish.

Alclad II Gloss Black base: You should allow this primer coat to dry 24 hours, It is very easy to use since it is already thinned and ready to airbrush out of the bottle. It is surprisingly transparent and it is often necessary to apply two coats for complete coverage. It is very smooth.

Alclad II Gray primer/micro filler: This works well on hairline seams that need filling. Allow 30 minutes to dry and

sand it with micromesh or ultra fine wet/dry sand paper.

Tamiya Gray/White primer: Be sure to sand the *Tamiya* primers with 1000/12000 wet/dry sandpaper. This comes out of a spray can and it is really quick and easy.

Future Floor Finish: This should be allowed to dry completely. I would not cover it with *Alclad II* for at least 24 hours. The longer you can wait the better.

Krylon Gloss Black (a lacquered based spart paint): This is an old favorite. You must allow it a *full day* to cure but it provides an excellent base for a super high gloss finish. It does not go on ultra smooth, so you should wet sand after it dries.

Caution! *Alclad II* is loaded with vapors that you should not breathe over a prolonged period. *Alclad II* contains the following: Normal Butanol, Methyl Ethyl Ketone, Methyl Isobutyl Ketone, and Toluene.

Some *Alclad II* components are highly flammable and can cause slight to severe neurological, liver, and kidney damage. Exercise more than a modicum of caution when using this product.



It is safe to handle and use with proper precautions. So, use proper precautions. Use adequate ventilation, in case of eye contact rinse your eyes with water and if swallowed contact a physician immediately. **Keep out of reach of children**

When spraying with *Alclad II* use a multi-purpose professional respirator with cartridges for organic vapors.

Before starting to airbrush, one should *always* shake the bottle very well. I immediately shake each color just before placing it in the airbrush. It really makes a difference.

One should look carefully at the primed surfaces for any imperfections. If you find one, mask off the area and re-prime with several light coats. Sand until the surface is perfect. Wipe the model to remove any fingerprints.

This really is important for a black gloss enamel surface that will be sprayed with a chrome finish.

Alclad II Lacquer must be airbrushed on a surface that has been primed and cleaned. I spray at 10-15 psi or less. I use a gravity feed airbrush, so the low pressures work fairly well.

I seldom airbrush more than eight to ten drops at a time.

Apply the *Alclad II* at approximately a 45° angle or less to the surface on your initial application. This will allow for a thin coat that blends evenly across the surface. You should spray one to two light coats, waiting one to two minutes between coats. *Alclad II* will go a long way if you do not waste it by using more than you need for each application.

When transferring *Alclad II* to your airbrush use a pipette. Do not pour it into your airbrush since it is very hard to control. Transfer less than you think you will need. Be sure to recap the bottle *immediately* after using. (I prefer to use about eight drops at a time.)

Prepare all small parts for your model that you want to have a natural metal finish. This could include gun barrels, wheels, radial engines, pilot tubes, etc. Then, after you have finished spraying your primary surface, empty the remaining paint in the airbrush on these small parts. I like to use several shades on these parts for a unique finish.

Once it really looks good, set it aside. (You can do some of your best work cleaning out the airbrush.)

One needs to guard against spillage by knocking over the container. The containers are 1 3/16th inches in diameter and three inches tall and made of glass.

The container must be secured, or it will spill. I use a cluster of empty bottles in a larger container that serves as a base. The empty bottles can be used to set pipettes in and hold enough lacquer thinner for cleaning the airbrush.

You can accommodate different sized bottles by simply removing or adding various bottle sizes until they wedge themselves securely together.

One should save the empty glass bottles. They make an excellent bottle to mix paint and thinner in and they are tall enough to easily hold the long pipettes.

The *best* way to save *Alclad II* is to use less of it. The darker the primer base, the more *Alclad II* is needed to cover it.

I love using *Tamiya's* Silver Leaf Spray, TS-30. It requires only the lightest coat of *Alclad II* to achieve the desired natural metal shade. Conversely, one can use *Tamiya's* Semi-Gloss Black, TS-29 as a base coat for *Alclad II* Jet Exhaust, on a propeller.

You will use less *Alclad II* over primers that are closer to the final shade you are trying to achieve. The exception to this approach is the use of the High Shine Shades which

most often use a glossy black primer to optimize their unique light absorbing qualities.

Before starting to spray your model, plan out the sequence of colors that you want to use on the model. I prefer to use two basic primer colors.

I first apply an overall coat of *Tamiya* Silver Leaf TS-30. I then determine where I want a uniform darker color. I mask and spray that area with *Tamiya* Semi-Gloss Black TS-29.



I prefer to use these primers because of their durability and fast drying time. They are dry to the touch in about 20 minutes, and they will not hide any of the detail on the model. I then lightly buff the surface with an old t-shirt.

The old t-shirt is very soft and adds not a hint of lint residue. This light buffing will remove any primer that has not adhered to the plastic.



The primers will set the basic undertone for different areas of the model. I have used many variations that I will set forth in the following section. It is really fun to experiment with different shading techniques.

Once your basic primer colors are in place and you have determined what shades you will be using and where, start by using the darkest shades first.

For example: Start with **Steel** (112), follow with **Magnesium** (111), follow that with **Duraluminum** (102), then **Aluminum** (101), then **White Aluminum** (106) lightly airbrushed over all of the metal shades.

Alclad II dries fast and is very durable. After I have applied each shade, I buff the application with a soft cotton cloth. Next, mask the area and proceed to the next color. *Tamiya* masking tape works extremely well over *Alclad II*.

It will not leave any residue and can be left on the surface for months. *Alclad II* dries fast and is very durable.

After you have finished applying all of the various shades, remove all of the masks from the natural metal shades exposing them for a very light coat of White Aluminum.



This will “unify” all of the panels and give the model an overall consistent appearance. Next, you should highlight the model with shades such as Pale Burnt Metal, Jet Exhaust, and Transparent Smoke. Aircraft use different sorts of metal with different grains that affect the natural metal finishes appearance. By varying these shades, your aircraft will appear more realistic. The variations may be achieved several ways.

The panel is first airbrushed with a coat of gloss black and it is followed with a translucent coat of Chrome (107). Next, you spray the center of the panel with a regular shade of Aluminum (101).



This shade is not translucent and therefore appears lighter in color. After that, follow with another coat of translucent Chrome(107). The result is variability in surface color.

The panel is first airbrushed with a coat of gloss black. Then, the inner portion of the panel is sprayed with a glossy gray. Once you have the black and gray glossy surface the way you want it, spray the translucent Polished Aluminum (105), Chrome(107), or Airframe Aluminum(119).

Pre-shade over the *Tamiya* Silver Leaf Spray TS-30 with any of the *Alclad II* darker, regular shades. This is especially useful when applying an exhaust or oil streak on an aircraft fuselage. It is easier to cover the exhaust that you do not want with subsequent applications of regular metal shades.

Transparent Smoke(405) is my favorite method of pre-shading aircraft panels. It can be used to simulate a panel

that is not uniform in color or provide a slight contrast to a nearby panel.

I prefer to use this method by a large margin. It is by far the most economical way from a time and money standpoint. Using the regular shades over the transparent smoke uses the least amount of *Alclad II* and the finish possibilities are almost limitless.

I first spray *Tamiya* Silver Leaf, TS-30, for the base primer coat. The *Alclad* Transparent Smoke surface appearance is somewhere between smoke and blue steel.

Shading is very easy to accomplish since it can be laid down anywhere between transparent and opaque. It can also be sprayed directly over the NMF *Alclad II* shade and then recoated with another NMF *Alclad* shade.

It is very versatile. I have also painted with it over *Tamiya*, *Polly S*, and *Gunze Sangyo* acrylics and then repainted over it with *Alclad II* NMF shades. It gives a very nice effect.

Alclad II regular natural metal shades may be tinted with small amounts of enamel or auto acrylic. Tint only the *Alclad II* that will be immediately used. *Alclad II* High Shine shades should not be tinted.



The transparent smoke may be applied so that the base coat is almost translucent to an opaque blue, black cover. any of One can use any of the regular shades or high shine shades over the Silver Leaf and Transparent Smoke combination.

You also have the further option of using a regular shade over this combination to achieve another variation. These layers of Silver Leaf and *Alclad II* are so thin that you are still able to achieve these effects without the appearance of “out of scale” paint build up.

It is also easier to achieve the desired result by using your airbrush to its best advantage. I believe that it is better to gradually take away what you do not want on the surface, rather than paint exactly what you want directly onto the surface with an airbrush. It is especially true when doing variations on a panel or rendering exhaust stains.

Seldom do I wait much more than ten minutes before masking for the next shade application. I prefer to mask with *Tamiya* masking tape. It has a razor sharp edge and it holds its place when buffing against it.

I use *Scotch 3M* Scotch-Blue Painters Tape for Multi-Surfaces to mask large areas. It is a medium-adhesive mask that is not too expensive.

Note: when one is removing masking tape from an Alclad II surface, be careful not to scratch the surface with a fingernail or x-acto blade. The scratch will not cover with just a second coat of Alclad II.

After a bit of practice, you do not even need to use masking tape between panels. You can do a number of shades using only a 3x5 card, damp paper, or a post-it note for a mask.

Testor's Metalizer Finishing System does not require a protective primer to be used over the styrene plastic.

It can be used to touch up an area that you may have sanded through or created through a masking glitch.

Use it sparingly, but it can really get you out of some bad spots. It is not as durable but it will give you a beautiful finish.



Painting over *Alclad II* can be done with almost any other paint. It is a very good surface to mask over and, if one is painting with an acrylic or enamel, it can be removed without harming the original surface. The acrylic paints adhere quite well to *Alclad II*. *Tamiya* acrylic paints can be easily removed with *Windex*.

An ultra diluted mixture of *Winsor & Newton's* Winton Oil Color Raw Umber and lighter fluid works very well on *Alclad II* surfaces.

It should be applied before you clear coat the model for decaling. If you are unhappy with the results of the panel highlights, it easily wipes away showing no trace of being applied. I prefer this solution because it is very subtle.

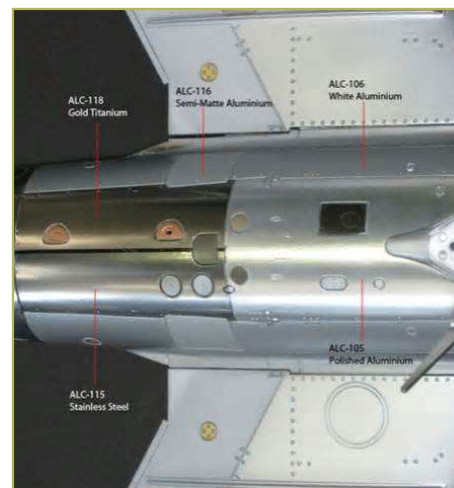
If it is necessary to remove *Alclad II*, *Gunze Sango* thinner will remove *Alclad II* and its primer from styrene quickly and easily without harming it.

This thinner is called **Mr. Color Thinner**. I call it the magic elixir. It is an organic solvent that has many applications but I think this is a really outstanding use for it.

Alclad II regular metal shades can be directly decaled over.

Alclad II high shine shades should not be directly decaled over because decal setting solutions will mar the finish. I usually use a clear coat before decaling.

Airbrush the clear coats for the decals on ultra-light and polish them with 8,000/12,000 micromesh to place and protect them.



If you plan to model an aircraft that is dull and weathered, use *Tamiya Smoke* (X-19) for the clear base coat. It is easily applied and can be easily removed with a rag soaked in *Windex* should you want to redo your results. The *Alclad II* will not be affected by the *Windex*.

Prismatic colors should be applied over a glossy dark base. *Alclad* Gloss Black Base or *Tamiya* Gloss Black TS-14 are excellent base coats.

One should spray prismatic colors at 20 *psi* using a wide spray pattern and a *large tip*. The metallic particles in the prismatic colors are very large and require a large tip. Cover the surface with as few passes as possible. The prismatic colors will appear slightly rough when dry. This is normal.

Overcoat prismatic colors with two coats of clear to obtain a deep reflective finish.



Alclad II is an outstanding way to do natural metal finishes for model aircraft.

Bob

[Editor's note: Photos on this page courtesy of *Alclad II*/Tony Hipp. All others courtesy of Bob King.]

**Captured Eagles-
German WWII Aircraft Captured by the Allies
(Digital version)**

**Written by: Roger S. Gaemperle
by Floyd S. Werner, Jr. IPMS # 26266
MSRP: \$13.99**

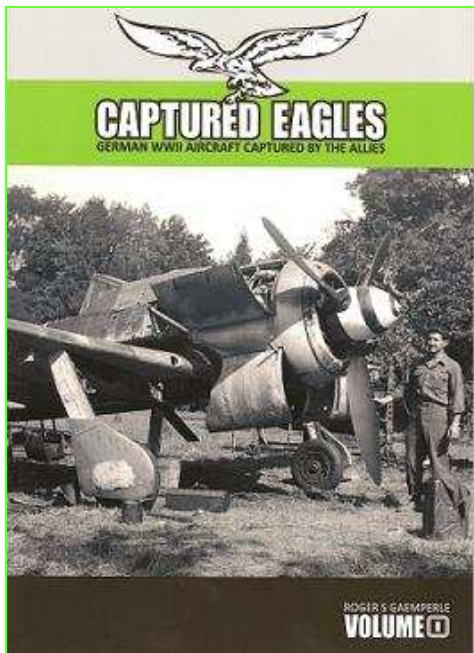
I reviewed the printed version of Vintage Eagle Publishing's Captured Eagles before so when I was asked to review the new digital version I was thinking to myself, what could be so different? Was I ever wrong. I guess I live in the stone-age. Well, welcome to the world of eBooks.

After you download the 'iBooks' app from the iTunes store you are set to download your books. Just do a quick search for either the author or the actual title. Once you have that just download as you would anything.

When you 'open' up the new book, you are treated to the cover photo followed by 130 pages. At the bottom of the page you see the contents of that section. Just flick the page as you would turn a page in a 'real' book or just touch the page you want to go to.

Unlike a regular book you can zoom in on the text, but more importantly you can zoom in on the photos. I mean really zoom in to the photos.

Tap the picture on the page and you are instantly shown a full page view of the photo. The bigger the iPad or screen the bigger the photo. Still not big enough? You can use your fingers to get even closer. Unfortunately it doesn't hold at that bigger zoom but you can pull it up to see what is there. The photos are beautifully scanned and very crisp. To close it just hit the X. The color photos are exceptionally well done.



One thing that you can do here that you can't do with a 'normal' book is use the search function. You can lighten the pages and bookmark it to come back to. You can highlight the text. You can even leave notes.

The book is broken down into nine sections, Reconnaissance, Bombers, Fighter Bombers, Destroyers, Fighters, Jets, Nightfighter, Mistel, and Under Allied Flag.

The text though out the book is well written and the information is invaluable to the historian and/or modeler. The book contains eight excellent profile drawings by Simon Schatz. The photos support the profiles and as I mentioned before they are beautifully rendered.

When there is more than one photo of an aircraft there are a storyboard of them. All you have to do is hit them to blow them up.

The digital version contains 13 new photos that were either not available or unable to be included in the printed version. This format allows the author to update the 'book' with the latest information and photos.

As with the book, there are decals that correspond to the profiles. The decals are excellent and come in all three aircraft scales. There are some great photos including a new D-13 and the all black Bf-109G-6/AS "Green 5". You can even download a test chapter to see all the features before you buy.

The modeler and historian will find this book an absolute must have. As a modeler, I love this kind of stuff. There are plenty of new photos, but what is really nice is you can zoom in and see what you are looking at.

Whether you enjoy the hard copy books or the benefits of digital, this publication is well done and is very professional. I highly recommend both versions but I've been learning to use my iPad on my workbench and like it better than the paper version.

Highly recommended.

Thanks to Roger Gaemperle for the review copy. You can obtain yours by doing a search on 'iBooks' for the author or title.

Make sure you tell him you heard about it here.

Floyd

Web At Night : Rewind

compiled by Jean-Michel D'Aubigne

This entry into the Web De Nuit column comes from a recent addition to the newsletter reporting staff, Glozar Shahrzād.



Predictably he submitted this website, actually a blog, from some acquaintances in Turkey. This is a blog begun by two modelers to recommend small scale armor models.

There are nice photos of completed models, as well as, kit reviews and new release information on Braille scale armor.

The kits, for the most part, are manufactured by companies that we do not often get to see: UM Models, PST, PM Models (Turkish Co.) and Ace/Revell.

There also is a link page that has very nice connections to dedicated small model scale sites.

Follow the link: www.miniafv.blogs.co

I chanced upon this site whilst looking for international model clubs. It is a Romania site.



This site has the usual assortment of things associated with modelism sites. There are walkarounds, reviews, galleries, and some interesting articles.

Of note, is an article on the development and deployment of the Aichi, M6A1 Seiran seaplane. Some great photos.


There are also a couple of links. One to a company that does machete din carton. This company is marketing a 1/25 scale paper model of Komatsu's G-40 bulldozer.

Follow the link: www.cartula.ro

On both of these listings, be sure to hit the translate tab on your browser. Unless of course you wish to broaden your world view and learn a new language.

Jean-Michel

P.S. Why *is* everyone's boat full of eels?



Quarterly Contest Schedule

Our club's quarterly contest are held on the last month of each calendar quarter. Here are the dates and themes for 2013.

Date	Theme
June 20	any subject/any era
September 19	Bondo Special
December 19	White Elephant



Monthly Program Schedule

by Ron McCracken, Vice President

Month	Presenter/Subject
June	Quarterly Contest/ open
July	Mike Poole/ Casting Parts
August	Jeff Forester/ Air Defense Missile System
September	Quarterly Contest/ Bondo Special
October	TBA
November	TBA
December	Quarterly Contest/ White Elephant

If you are interested in making a presentation at our club meetings contact Ron McCracken at:
rmccrack@austin.rr.com

U.S. Army Attack Aircraft /A-30 Baltimore by Ron McCracken

The Martin A-30 (Martin Model 187), more commonly known as the "Baltimore", was developed to British specifications as an improved version of the earlier Martin "Maryland".

In general configuration it was an all-metal, twin engine, mid-wing monoplane with a narrow fuselage enclosing four crew positions and an internal bomb bay. It had a retract-



able, conventional undercarriage layout.

The navigator-bombardier occupied the fuselage nose. Behind and above the bombardier's compartment was the cockpit. A radio operator's position occupied the space over the bomb bay, and just aft was the upper gunner's position.

The "Baltimore" was eventually built in five variants, differing externally in their defensive armament and the engine cowlings.

The Mark I and II had an open dorsal gunner's station with flexible guns; the Mark III incorporated a four-gun Boulton-Paul turret of British manufacture; and the Mark IV and V had a Martin-developed dorsal turret.

It was these latter versions of the "Baltimore" that were procured under Lend-Lease, and consequently received a U.S. Army Air Force type designation (A-30) and American standard equipment.

The photos I've been able to locate also indicate that these late versions were the only ones taken into U.S. service. In addition to the Martin dorsal turret, they featured large, squared-off air intakes atop the cowlings.



They were never used by the U.S. in combat, being kept stateside and used for various auxiliary roles.

From photos it is evident that USAAF A-30s were taken right off the assembly line in British desert camouflage and markings, the British national insignia over painted (sometimes rather crudely), and U.S. insignia applied. Thus, they had British dark earth/middle stone topsides over azure blue undersurfaces.

U.S. marked Baltimores usually have late 1942 star-in-circle markings (without early red center) in four locations. The "U.S. ARMY" marking sometimes appeared on the underside of the wings, sometimes not. The British serial numbers on the aft fuselage were usually left in place.



The photo shows an A-30A used for testing by the NACA. It is fairly typical of the appearance of A-30's in U.S. service.

It is also worth noting that, like most British camouflage schemes, there was an "A" and "B" scheme for the Baltimore which, with minor variations, switched the locations of the two topside colors.

So, if you want an accurate A-30 or A-30A in U.S. service, you need to pay attention to the camouflage pattern and other markings.

Although the "Baltimore" was produced in greater numbers than any other Martin type except the B-26, kits are few. Fortunately, the few kits available allow a decent model of the aircraft in either 1/48 or 1/72 scale.

Classic Airframes has issued a Baltimore in 1/48 scale.



Azur has issued a very similar kit in 1/72 scale.

Both kits provide alternate parts (carburetor air intakes, turret or open gunner's position, etc.) sufficient for all variants of the aircraft. For all intents, the kits are so similar that the same kit review could cover either.

A review of the *Classic Airframes* kit is available here:

http://www.hyperscale.com/2008/reviews/kits/ca4139reviewse_1.htm

A construction article based on the same kit is found here:

http://www.hyperscale.com/2008/features/baltimorebg_1.htm

For those who choose 1/72 scale, the *Azur* kit is your best bet. However, I'd recommend investing in some better R-2600 engines. The ones provided are cleanly cast but not entirely accurate.

Additionally, the propellers are much too small. If you have a set of propellers from a B-25 kit you can substitute, that's an easy fix for that problem.

To sum it all up, you can achieve a decent representation of the Martin Baltimore, or A-30A as it was known in U.S. service, with existing kits and a bit of research on your camouflage and markings.

Ron

Trident's M-1000 semi-trailer/ Oshkosh M-1070 HETS in 1/87th scale by Cesar Herdez

Both of these kits have been available for awhile but I dug them out of my stash to toy with the idea of actually building them. *Trident* has been marketing small scale (1/87th) kits for some time. Some of their offerings are metal while others are plastic or resin or a combination thereof. The M-1000 semi-trailer kit falls into that later category.

The injected molded tires, separate wheel hubs and suspension bits are augmented with the resin components

for the trailer bed and towing pintle as well as some fiddly bits for the trailer. 112 parts in all. Additionally, there is a small fret of photoetch, from *Eduard*, for the lifting crane



and various handrails. The detail on this and the M-1070 kit is more than adequate. In some respects there is more detail here than can be found on some larger scale kits. And without all the mold ejector pin marks.

One of the beauties of working in this smaller scale is the extent of additional detailing that one need apply to make more than a respectable representation of the subject at hand. With the addition of just a few extra bits you can have yourself a wonderfully detailed model. This has been mentioned elsewhere but these small scaled kits tend to take up less room in the display case, as well.

The 'Oshkosh by Gosh' M-1070 kit is mostly an all resin affair, consisting of nine soft vinyl tires and 57 resin parts. Oh, there are four metal support axles and a photoetch fret from *Eduard*. The photoetch provides all the necessary bits for the various screens, boarding ladders, handrails, side mirrors, etc. associated with the M-1070.

A couple of seats, a dash panel and a steering wheel make up the crew cab. You'll need to add your own steering column from plastic rod. An argument can be made that more detail should have been included in the cab but in this diminutive scale you may be the only one whose going to find it wanting.

Howsoever, I might take exception to a couple of omissions inherent to both of these kits. There aren't any markings provided in either kit and the M-1070 lacks provision for the window glass in the crew cab.

The lack of any decals for either kit can be remedied rather easily. Both *Trident* and *Roco*, as well as, some others provide markings in adjunct offerings.

The window glass may prove to be a bit trickier to solve. Side windows can always be 'rolled down' but the windshield/rear glass will need to be fabricated from some clear vinyl or the cellophane that comes with the packaging.

Both kits seem as if they will build-up nicely. The M-1070 HETS kit might provide the better test of ones modeling skills as the main axles need to be drilled out to accept the aforementioned metal axle supports.

Or, you can exercise the time honored tradition of not actually following the instructions. While we're on that subject, the instruction sheet for both *Trident* kits are drawings that just show the placement of various components, so some latitude is already built into the system.

Cesar

Old Rumors/New Kits 2G

Aaron Smischney, Golzar Shahrzād, Jeff Forster, Mike Poole,
Randy Bumgardner, Rick Herrington

Miscellaneous

Several items of interest to be elucidated upon. Mitchell Zuckoff has written a book, *Frozen In Time*, that tracks the fate of three aircraft that crashed on Greenland during WWII. A P-38, a Grumman Duck and a B-17. There is a complete review by Jane Sumner on the Austin-American Statesman website.

For those that like to keep up on prototype flying things, *Attack Squadron* has announced the release of K - MAX. This is the U.S. Marine Corps unmanned, autonomous cargo delivery system. In 1/72nd scale, this resin kit is of the prototype helicopter currently under development.



From *Zveda*, comes Disney's Planes. These are snap together models of the characters from Pixar's forthcoming film, 'Planes'.

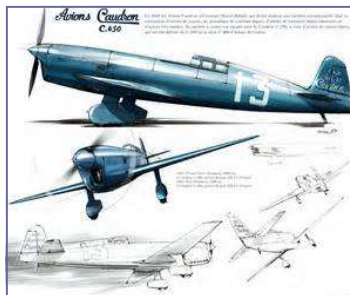
Staying with the movie theme, *Moebius* has announced the release of a new BatMobile.

Actually, its a 1/25th scale model of the Tumbler featured in the latest series of Batman films. The kit includes vinyl tires, new tooling and a detailed interior. And, it does come in black!

From our pals at *Williams Brothers*, comes a re-issue of the Caudron race plane. The kit contains new box art by Robert Kerr. The decals have been updated, now covering all 11 schemes used on this type in the course of its history.

Williams Brothers is also developing Keith Ryder's R-4 and B-10 bomber for re-release. And just when you thought it might be safe, they are going to re-issue all four 1/6th scale machine guns kits with an added display rack in the not too distant future. Parabellum, anyone?

DioPark has something a bit different. Not for them, as



they release a lot of this kind of stuff. (Note their bicycle kits.) In 1/35th scale -Vespa scooters. Now you can zoom around Rome to your hearts content, at least vicariously. The kit contains two scooters and is available now.



Fine Art of Decals has announced the release of a DVD. The disc contains 6 different training films developed for maintenance crews working on WWII heavy bombers, specifically the B-24. Produced in 1942, the films are about various aspect of maintaining the B-24. Go to FineArtOfDecals.com for details.

Golzar

Automotive

I still can't believe the McLaren F1 is going to be kitted by both *Fujimi* and *Aoshima*! *Fujimi* will release the street version of the F1 first in August with an MSRP about \$36. Recall this is the Formula 1 inspired road car with a mid-engine 6 liter V-12 rated at 618 horsepower.



The driver sits in the middle of the car with a passenger seat just behind on either side. So, it's really quite practical for a super car. Most only seat two people! I still haven't seen any test shots so the tools must still be in limbo but the box art looks cool!

Aoshima have just released a little jewel in their new Kawasaki KZ1000 in police drag.

With up to 90 horsepower on tap this bike could hit 140 on the interstate without breaking a sweat and cops liked them because they were still light enough to pick up without help if (when) they dropped it.

I recall the TV show “C.H.I.P.S.” back in the 70’s that featured this bike. For around \$30 MSRP you can relive the memories with Ponch and John.



I discovered this interesting kit on the Squadron site the other day. I don’t

know anything about the Opel Blitz but the styling really caught my eye. This is one in a series of Roden kit variants of the Opel Blitz called the “Aero” due to the modern swoopy look and vertical rear fin, I suppose.



At least one reviewer claims it fits together easily and includes a complete interior

and drive train. Though it’s a large subject the kit is 1/72 scale so should fit in nicely with a 1/24th collection. MSRP is about \$20.

Shipping News

For all the big ship fans out there, good news! *Trumpeter* has a 1/200th scale Hornet to take up half your model closet. The company is also releasing a Sovremenny Class destroyer (USSR) Type 956.

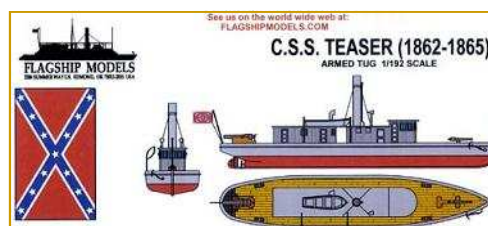
Riich Models has the USS Gato SS-12 submarine with a bonus kit, the OS2U Kingfisher seaplane.



Accurate Armor has a 1/35th scale waterline or full hull kit of a British WWII X-Craft mini submarine.



Again from *Trumpeter*, in 1/144th scale, a Gato Class sub SS-12 (1944). They are also showing an LCM landing craft, and Seawolf SSN-21 Attack Submarine.



In 1/192nd is the CSS Teaser. This is a model of a Confederate gunboat (armed tug)

with a recon hot air balloon. This kit is from *Flagship Models*.

From *Academy*, in 1/350th scale, is the USS Indianapolis CA-35 Heavy Crusier(1945). Also in this scale and from *Aoshima* is the Crusier Sub (Hei) I-20. This submarine participated on the attacked of Pearl Harbor.

Mike

Tamiya has a Battle of Midway set that includes the USS Yorktown, IJN Hiryu, and an IJN submarine (I-68/I-370). The set also includes a book and a DVD on the battle.



Flyhawk Models, a Chinese company, has a Type VIIB DKM U-boot with drydock. Both the *Tamiya* and *Flyhawk Models* kits are in 1/700th scale.

That’s it for this month. I can’t say that I’m on board with the 1/200th scale releases but I may be fighting the tide. As the baby boomers eyes get worse (mine too) the models have to get bigger so we can see to build them, right?

It doesn’t matter what scale is your favorite...go out and build a kit!

Rick

Armor

Greetings armor fans and welcome to you armor curious folks...

First up, not one but TWO plastic models of the “UFO” tank have been announced. This is a personal favorite of mine so I am gob smacked!

This is a picture of the real thing courtesy Wikipedia. It was designed to not be flipped over in the event of a nuclear blast. It was outfitted with the latest in defense against nuclear and biological threats.



One kit has been announced from a new company, *Takom*. The other is from *Amusing Hobbies*.

So, why are kit makers making all of these weird tanks? One word, WOT. Actually, three words... “World of Tanks”.



“World of Tanks” is a successful on-line tank battle game where people fight each other in tanks.

Kits like *Amusing Hobbies* “Lowe”

and some other paper panzers and heavy tank subjects are being made into models as a direct result of this game.

A lot of players are building models of their favorite tanks that they ‘play’ in the game. They even have build contest on the World of Tanks message board.

I know we like to complain that we loose modelers to video games but that’s not always the case. Sometimes we gain them.

Some other big news in the model world. The beloved maker

of Sherman tanks, *Tasca* is no more. But don’t worry, they have just changed their name to *Asuka Model*.



Let’s hope that under the Asuka name there will be an excellent Sherman Firefly hybrid with new storage that includes a tea kettle.

Meng Models has a new one. A ‘Tiger’ but not the ‘Tiger’ you’re thinking of.

This is the GAZ-233014 high- mobility vehicle. The Russian version of our Humvee.



It looks like a neat little kit of an offbeat subject. I want one!



Lets take a look at *Bronco Models* new stuff. Here is a new Valentine that looks tasty.

Or how about something a bit different? A civilian Topolino with female driver and her dog.



That’s some of the highlights, happy modeling!

Aaron

Aircraft

Hola, everyone! Summer is well underway in Central Texas and that means more outdoor time and less bench time. That is unless you're allergic to vitamin D or is it vitamin 'S'? Anyway, onto the new stuff.

Before we begin, I'd like to apologize for any mix up I may have caused in my last column. *Pacific Coast Models* is not releasing a Type II/V Tempest. They are only releasing a Type V Tempest with the Napier/Sabre engine. Those of you wanting a Type II Tempest, with the Bristol Centaurus

engine, will have to wait for the *Special Hobby* release later this year. Or, use that modeling prowess and modify a Sea Fury model. Again, I apologize if there was any confusion. My brain knew what was going on, however my fingers got all excited and stuff.

First up, we have a new conversion kit from *Werner's Wings* that is due out in about a month. I normally don't write about conversion sets; however I'm making an exception in this case.

I'm sure many of you know Floyd Werner, Jr. or at least have heard of him. And, you also know of his affinity for the Messerschmitt Me 109. His company, *Werner's Wings*, is making a conversion set for all of those Hasegawa or Pro-Modeler Me 109G's in your stash to the post-war Czech Avia S-199.

Yep, there is now a conversion set for everyone that wanted a post-war '109 that served with the Czechs and the Israelis.

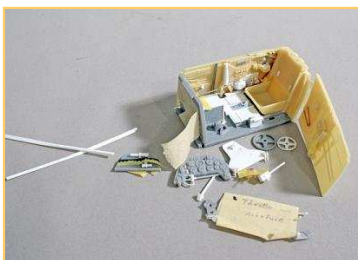
Affectionately known as "The Mule," this aircraft was produced by Czechoslovakia after the hostilities ceased with parts left by the Germans. Avia built the S-99 with the Daimler-Benz DB 605 engine.

However, those engines soon ran out and Avia continued production with the Jumo 211F and re-designated the aircraft the S-199. It was not exactly a stellar performer with that airframe/engine combination.



The detail set looks very impressive based on the images supplied by Floyd. The set includes a complete cowling and updated supercharger intake, new prop blades with two different spinners, a new

cockpit, new rudder, and under wing gondolas for the MG 151 cannons. And the markings look very nice, as well. All in all, this should be on every Me 109 aficionados list.



Elsewhere in the modeling world, this summer is looking to be a very nice one for new 1/32nd scale kits. We've got two new Tempests coming out this June, one from *Pacific Coast*

Models and another from *Special Hobby*.

I was chatting with Brad down at King's recently and that conversation may make for some interesting comparisons.



PCM used to have *MPM* manufacture its *LP* injection moldings, *Special Hobby's* parent company. That production has since moved to *Sword*. However, *CMK* still makes the resin parts for both kit companies, and *Eduard* does the photo etch for both.

So, it could be an interesting comparison to have both kits laid out side by side and scrutinize the corresponding resin and PE parts of each.

As I mentioned last month *Tamiya* is bringing out a brand spankin' new Corsair! Yep, it's an F4U-1 – the birdcage.

The more I research and investigate this version of the airframe, the more subtleties and camouflage differences are discernible. The choices are sufficient to fill a display case by themselves. That is if one has the inclination, money, and possible the OCD-ness to do just that. I might fit that bill!

One new kit that was announced, or maybe just hinted at, was a 1/32nd scale Vought OS2U Kingfisher. Wowie-zowie! I've been waiting for another, newer, kit to come along in 1/48th scale to replace the aging *Monogram* kit, never thinking that it would happen in 1/32nd scale.

I'm not sure who the manufacturer is. I believe it is *Silver Wings*. I've sent an email to *Coopers Models* for more details. Once I know, you will know.

Next up, we have a new SAAB J-29 Tunnan in 1/72nd scale by *Tarangus*. This is their first small scale kit. By all indications this should be a neat little kit as *Tarangus* is no stranger to Swedish aircraft, or limited run kits. I think both are synonymous with each other.



Another little kit maker, both in scale and company size, to hit my radar is *Cunarmodel*. They are a resin kit manufacturer from Italy that specializes in 1/72nd scale Italian aircraft.



Their latest is the Fiat G82 Italian Experimental trainer. It looks very nice based on the two images that I've seen.

They have another esoteric Italian trainer aircraft coming down the pike as well: the Fiat G.80-1b. Both kits are resin with vacuform canopies. So, if you are a fan of esoteric resin kits of esoteric Italian subjects, these may be for you!

Now back to the bigger things in life. *Kinetic* is bringing out a 1/24th scale P-47D. We all know how big a Thunderbolt



was in real life and if you don't, it was big! And, in 1/32nd scale, it's a very large model. So, just imagine what this monster will look like in 1/24th scale.

If anyone is lucky enough to have the 1/24th scale *Vintage Fighter Series* kit of the P-47D from a few years back, then you know just how big *is* big. I've got two in my stash right now, one is taped together to show the limits of how big I want my models.

It's a nice kit with lots of room to super detail the cockpit, engine, and wheel wells. Speaking of *VFS*, they have also announced a P-47M version of their Very Large Scale P-47 line of kits.

That leaves a pretty exciting announcement for the last bit of this column. *Fly Models* have listed a 1/32nd scale Arado Ar 234 in their "coming soon" section on their website. They haven't listed a release date or a specific version of the Ar 234. Although the image they posting is of the 'B' version.

The last new Ar 234B was the resin kit from *MDC* that was mastered by Radu Brinzan. That is an awesome kit, if you

can find one.

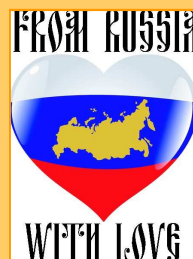
Hopefully, *Fly Models* will get their kit out soon so as not to miss out on the "Summer of Big Scale Fun."



'til next month, don't get too sunburned and spend some time at the bench.

Randy

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- **Making Open Ocean Water** - An easy technique for pleasing seas, by Mike McLeod
- **Rockin' the Robinsons** - Mixing it up with the Polar Lights "Lost in Space" Diorama, by Bart Cusumano
- **On-Going With Your Big Boeing** - Part 2: Construction pitfalls of the AMTech EC-135 ARIA, by Richard C. Engar
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